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GOVERNOR

KATHLEEN KENNEDY TOWNSEND  
LT. GOVERNOR

STATE OF MARYLAND  
MARYLAND STATE POLICE



COLONEL DAVID B. MITCHELL  
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April 19, 1995

SPECIAL ORDER NO. 23-9506

TO: All Authorized Inspection Station Personnel and A.S.E.D.  
Personnel

SUBJECT: Rear Window Wipers on Certain Vehicles

Only those safety components set forth by law in Maryland's Transportation Article, Title 23, Subtitle 1, Section 23-104, can be inspected under Maryland's Vehicle Inspection Program which are basically denoted as follows: brakes, steering components, suspension, horn, door handles, mirrors, tires, exhaust system, lights, glazing, windshield wipers, odometer, speedometer, bumpers, properly aligned wheels, wheels and wheel lugs, fenders, floor pans, hood, catches, emissions equipment, fuel system, front seat, motor mounts, gear selection indicator for automatic transmissions, universal joints and seat belts or combination seat belt-shoulder harness if required as original equipment.

The rear window wiper that is found on some vehicles is not a required vehicle safety component in Maryland. Since the rear window wiper is not a component found in Section 23-104 of the Transportation Article, this component is not to be inspected, and therefore, it is not a part of the vehicle inspection program.

This Order supersedes all other Orders or Memoranda in conflict therewith.

This Special Order is to be inserted in the inspection manual (COMAR) following Section 11.14.02.15B. on Page 234.

R. F. Bambarly, Lieutenant  
Commander, A.S.E.D.

RFB/pab

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August 1, 1995

SPECIAL ORDER NO. 23-9513

TO: All Class "A" Authorized Inspection Stations

SUBJECT: Measuring the Steering Linkage Tie Rod Ball Joint Movement (Colt, Arrow, Challenger, Sapporo, Champ, D50 and Arrow Pick-up)

For steering control and safety, the tie rod ball joint wear tolerances must be within the manufacturers allowances.

The procedures for accurately measuring the steering tie rod ball joint movement to meet the Chrysler Corporation's allowances on the models listed have been established.

Using a wooden block held between the vehicle frame and the front wheel, turn the steering to the right for the left wheel applying moderate force on the circumference of the steering wheel and measure the tie rod ball joint movement at the stud. You should be certain that the block is positioned to make contact at the positions indicated on the illustration so that proper measurements can be made.

Compress the tie rod ball joint stud full stroke, using a pair of pliers, measure the tie rod ball joint axial movement with a vernier caliper. If the axial movement of the tie rod ball joint exceeds tolerance limits (0.059 inch - 1.5 mm) reject the vehicle.

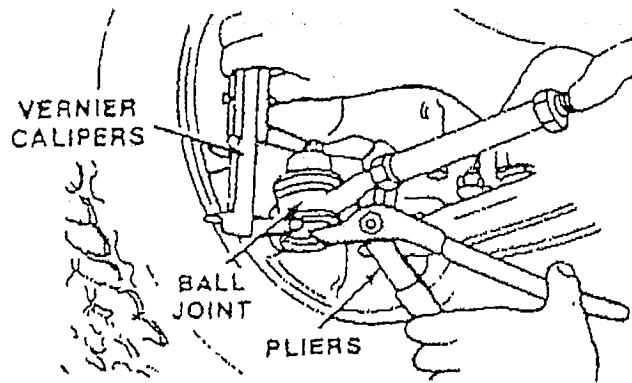
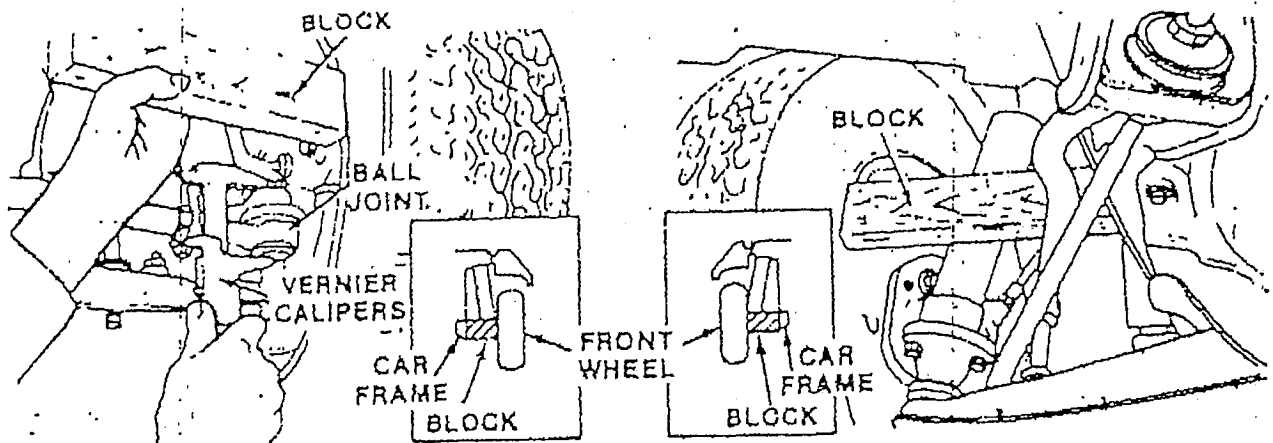
This Order supersedes all other Orders or Memoranda in conflict therewith.

This Special Order is to be inserted in the inspection manual following Section 11.14.02.02 on Page 166.

A handwritten signature in dark ink, appearing to read "R. Joel Underwood".

R. Joel Underwood, Captain  
Commander, A.S.E.D.

RJU/pab



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August 1, 1995

SPECIAL ORDER NO. 23-9518

TO: All A.S.E.D. Personnel and All Authorized Inspection Stations

SUBJECT: Brake Line Hose Inspection

Proper inspection of rubber brake line hoses would be to gently flex the hose to determine if there are cracks. If cracks appear, the hose would be rejected if the second layer which is the cord layer is cut or exposed. Should the cord layer not be cut or exposed, the hose would not be rejected.

This Special Order is to be inserted in the inspection manual following Sections 11.14.02.03 on Page 178, 11.14.03.04 on Page 246, 11.14.04.03 on Page 287 and 11.14.05.04 on Page 367.

A handwritten signature in cursive script that reads "R. Joel Underwood".

R. Joel Underwood, Captain  
Commander, A.S.E.D.

RJU/pab

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August 1, 1995

SPECIAL ORDER NO. 23-9520

TO: All A.S.E.D. Personnel and All Authorized Inspection Station  
Personnel

SUBJECT: Repairs to Floor and Trunk Pans

Proper repairs to floor and trunk pans for a vehicle inspection will meet or exceed the manufacturers original condition.

Repairs will be made with the same type of material which was originally used by the manufacturer. All repairs to the floor and trunk pans shall be properly sealed to prevent exhaust fumes from entering the passenger compartment.

This Special Order is to be inserted in the inspection manual following Sections 11.14.02.18 on Page 238 and 11.14.04.20 on Page 357.

A handwritten signature in cursive script, reading "R. Joel Underwood".

R. Joel Underwood, Captain  
Commander, A.S.E.D.

RJU/pab

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September 8, 1995

SPECIAL ORDER NO. 23-9525

TO: All A.S.E.D. Personnel and All Inspection Station Personnel

SUBJECT: Airbags and A.B.S. Warning Lights

Effective immediately, the following procedures will govern the inspection mechanic's responsibility concerning the warning lights for the airbags and anti-lock braking system may not be working properly.


Inspection mechanic's are to advise the vehicle owner or agent when the warning light does not come on or does not go off either the airbags or anti-lock braking system may not be working properly.

Inspection mechanic's will write on their vehicle inspection report (check sheet) that the vehicle owner or agent was told of the appropriate light problem with these components. This action will relieve the inspection mechanic of any other responsibility regarding these two vehicle components.

These procedures will be incorporated into the next revision of the inspection manual.

This Special Order supersedes Memorandum No. 23-9408.

This Special Order is to be inserted in the inspection manual following Section 11.14.02.03 on Page 175 and Section 11.14.04.03 on Page 284.

  
R. Joel Underwood, Captain  
Commander, A.S.E.D.



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COLONEL DAVID B. MITCHELL  
SUPERINTENDENT

March 1, 1999

SPECIAL ORDER NO. 23-9804

TO: ALL A.S.E.D. PERSONNEL AND ALL AUTHORIZED INSPECTION  
STATION PERSONNEL

SUBJECT: Vehicle Exhaust Systems

Effective immediately, inspection regulations concerning headers, dual exhaust and tail pipes are revised as follows:

- Headers are permissible if the certified emission configuration has not been altered, all emission related equipment is installed and connected, (for example oxygen sensor, air injection system fittings, etc.) and the headers are not leaking.
- Installation of a dual exhaust system originating from the engine on a 1977 or newer model year which was not originally available from the manufacturer, is prohibited.
- Dual tail pipes installed after the muffler are permissible.

This Special Order is to be inserted in the inspection manual following Sections 11.14.02.06 on Page 192 and 11.14.06.02 on page 384-2.

Robert F. Bambarry, Lieutenant  
Commander, A.S.E.D.  
Department of State Police

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COLONEL DAVID B. MITCHELL  
SUPERINTENDENT

November 5, 1998

SPECIAL ORDER NO. 23-9806

TO: ALL A.S.E.D. PERSONNEL AND ALL AUTHORIZED INSPECTION  
STATION PERSONNEL

SUBJECT: Inspection of Ball Joints

Effective immediately, when inspecting ball joints, a missing or defective boot alone is not cause for rejecting the ball joint.

This Special Order is to be inserted in the inspection manual, Section 11.14.02C - Page 165 and 169, 11.14.04.02C - Page 274, 275 and 277.

R. F. Bambarly, Lieutenant  
Commander, A.S.E.D.





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COLONEL DAVID B. MITCHELL  
SUPERINTENDENT

March 1, 1999

SPECIAL ORDER NO. 23-9904

TO: All A.S.E.D. Personnel and All Authorized Inspection Station Personnel

SUBJECT: Service Brake Performance Road Test

Effective immediately, the following revision is being made to the road test section of the service brake performance test. The requirement of a "dry surface" has been eliminated.

A road test will be conducted on a substantially level, hard and smooth road, free of ice, snow or standing water. The road test will be conducted for a distance of at least one mile at a minimum speed of 20 MPH.

This Special Order is to be inserted in the inspection manual, Section 11.14.02.03 A between page 174 and 175, Section 11.14.03.04 between page 244 and 245 and Section 11.14.04.03 between page 284 and 285.

Robert F. Bambarly, Lieutenant  
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COLONEL DAVID B. MITCHELL  
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March 1, 1999

SPECIAL ORDER NO. 23-9905

TO: All A.S.E.D. Personnel and All Authorized Inspection Station  
Personnel

SUBJECT: Inspection of Exhaust Systems

When inspecting an exhaust system that has rusted or corroded areas, DO NOT USE any objects or tools against the rusted or corroded areas to determine the soundness of the metal.

Check rusted or corroded areas for soundness by applying hand pressure or lightly rubbing the area with a dry mechanic's rag.

This Special Order is to be inserted in the inspection manual following Sections 11.14.02.06 on Page 192, 11.14.03.07 on Page 252, and 11.14.04.06 on Page 306.

This Special Order supersedes any Orders or Memoranda in conflict therewith.

Robert F. Bambarly, Lieutenant  
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Department of State Police

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COLONEL DAVID B. MITCHELL  
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February 29, 2000

SPECIAL ORDER NO: 23-0005

TO: All A.S.E.D. Personnel and All Inspection Station Personnel

SUBJECT: Windshield Marking of Certain Ford Motor Company 1998 & 1999 Contour/Mystique, Econoline, Ranger Vehicles, and Ford Built Mazda B Series Trucks

On October 22, 1998, Ford Motor Company notified the National Highway Safety Administration (NHTSA) that certain of the above listed vehicles were produced with windshields without the required "AS1" marking required by Federal Motor Vehicle Safety Standard No. 205. The affected windshields comply with all other marking requirements and all performance requirements of Standard No. 205. Because the absence of this marking does not affect the safe operation of the affected vehicles, Ford petitioned NHTSA requesting that it find the condition inconsequential as it relates to motor vehicle safety, and thus exempt Ford from notification and remedy requirements.

However, to avert potential customer difficulty during vehicle inspections, where glazing markings are checked, Ford and Mazda are mailing letters to customers for presentation to inspection authorities identifying the condition and certifying that the windshields meet all other marking and performance requirements of Standard 205. The letter will also offer to have dealers apply the "AS1" mark, if so requested by these customers.

The absence of the "AS1" mark on these affected vehicles will not preclude it from passing the State inspection. If the owner can not present the letter provided by Ford or Mazda, and there is still a question whether the vehicle is one of those affected by this, contact the local Ford or Mazda dealer in your area. Provide the dealership with the vehicle identification number (VIN) and have them check their company records to verify that the vehicle was affected by this oversight.

This Special Order cancels Special Order No. 23-9906, dated March 8, 1999, and is to be inserted in the inspection manual following Section 11.14.02.14, Vehicle Glazing, on page 227.

Robert F. Bambarly, Lieutenant  
Commander - A.S.E.D.  
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COLONEL DAVID B. MITCHELL  
SUPERINTENDENT

February 7, 2001

**SPECIAL ORDER NO: 23-0104**

**TO:** All A.S.E.D. Personnel, and Class A, C, D, F, R, and G Authorized  
Inspection Station Personnel

**SUBJECT:** Headlight Alignment on Visual/Optical Aim Headlamp Designs

**PURPOSE:**

To clarify the inspection requirements and procedures when conducting headlight alignment on the new Visual/Optical Aim headlamp designs.

**POLICY:**

The following information has been received from the automotive manufacturer's concerning headlamp alignment on certain vehicles. Beginning in 1999, certain vehicles were equipped with a new headlamp design (Visual/Optical Aim) that produces a wider, flatter beam than conventional headlamps. It may be identified by "VOL" or "VOR" designation on the headlamp lens. This design is prohibited from having horizontal adjustment by Federal Motor Vehicle Safety Standard (FMVSS) 108.

These type of headlamps comply with all state requirements and vehicles should not be rejected during an inspection because the headlamp(s); 1) beam may appear to exceed horizontal limits, 2) lacks a horizontal aim adjuster, or 3) has an inoperable or apparently damaged horizontal aim adjuster.

This order replaces Special Order 23-9903, and supercedes all other orders or memorandums in conflict therewith.

This Special Order is to be inserted in the inspection manual, Section 11.14.02.10A between pages 206 and 207, Section 11.14.04.12 A between pages 318 and 319.

Robert F. Bambarly, Lieutenant  
Commander - A.S.E.D.  
Department of State Police

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COLONEL DAVID B. MITCHELL  
SUPERINTENDENT

February 21, 2001

**SPECIAL ORDER NO: 23-0107**

**TO:** All A.S.E.D. and Authorized Inspection Station Personnel

**SUBJECT:** Scuff Gauge Procedures

**PURPOSE:**

To establish proper procedures for checking wheel alignment when using a Division approved scuff gauge; to include checking tire air pressure to ensure that it meets manufacturer's specifications prior to using the scuff gauge.

**PROCEDURES:**

- A. At all Class A and Class F stations when inspecting vehicles *under* 10,001 lbs. GVWR, inspection mechanics will check the tire air pressure on each tire to ensure that it meets manufacturer's specifications, as obtained from an approved tire guide book, prior to checking wheel alignment using an approved scuff gauge.
- B. At all Class C, D, R, G and F stations when inspecting vehicles *over* 10,000 lbs. GVWR, inspection mechanics will check the tire air pressure on each tire to ensure that it meets manufacturer's specifications, as obtained from the tire, prior to checking wheel alignment using an approved scuff gauge.
- C. The scuff gauge will be placed on the floor, toward the front of the approved inspection bay, to insure that all wheels are in the bay on a smooth level surface. The vehicles front wheels will be driven slowly over the gauge, or stopped on top of the gauge depending on the type of gauge being used.
- D. The registered inspection mechanic will obtain the reading from the gauge and record it on the check sheet in feet per mile as required.

This special order is to be inserted in the inspection manual in the following sections; 11.14.02.02, page 161, and section 11.14.04.02, page 266.

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COLONEL DAVID B. MITCHELL  
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April 17, 2001

**SPECIAL ORDER NO: 23-0114**

**TO:** All A.S.E.D. and Authorized Inspection Station Personnel

**SUBJECT:** Xenon/High Intensity Discharge Headlamps (HID) and Fog Lamps

**PURPOSE:**

To ensure that A.S.E.D. personnel and all authorized inspection station personnel are aware of the inspection regulations concerning the Xenon/High Intensity Discharge Headlamp systems that are being found on vehicles more frequently, whether as original or aftermarket equipment; as well as the acceptable colors of fog lamps when lit.

**POLICY:**

**A. Xenon/High Intensity Discharge Headlamps (HID)**

1. Beginning with model year 1996, certain vehicles were manufactured with Federal D.O.T. approved Xenon/High Intensity Discharge Headlamps (HID). These headlamps are distinctive from halogen headlamps as they emit more light and have a blue/white tint to them, much like stadium lights. Since these headlamps meet Federal D.O.T. approval, they are in compliance with Maryland Law and Code of Maryland Regulations (COMAR) 11.14.02.10; 11.14.03.08; and 11.14.04.12; and will pass inspection.
2. Xenon headlamps, as described above, should not be confused with aftermarket colored halogen headlamp bulbs. Some aftermarket headlamp bulbs display normal white light; however, when the light strikes the road surface or other objects, the road or objects will appear blue or darker than normal. These headlamp bulbs can be distinguished either day or night when lit, because the headlamp lens will have a rainbow effect to it. These types of aftermarket headlamp bulbs are not legal, and will not pass inspection. Any headlamp bulb displaying any color other than *WHITE* will not pass inspection.
3. Any other vehicle with an aftermarket Federal D.O.T. approved Xenon/High Intensity Discharge Headlamp (HID) system, made for that vehicle, will pass inspection.

**B. Fog Lamps**

1. Fog lamps, when lit, can only be white or yellow in color. Any other color will not pass inspection.

This Order supercedes all other orders or memorandums in conflict therewith. It is to be inserted in the COMAR inspection manual following Section 11.14.02.10, page 200; Section 11.14.03.08, page 252; and Section 11.14.04.12, page 318.

Robert F. Bambarly, Lieutenant  
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COLONEL  
TERRENCE B. SHERIDAN  
SUPERINTENDENT

May 27, 2008

**SPECIAL ORDER NO: 23-0802**

**TO:** All Automotive Safety Enforcement Division Personnel and  
All Authorized Inspection Station Personnel

**SUBJECT:** Drive-over Scuff Gauge

**PURPOSE:** To cancel the requirement of a Drive-over Scuff Gauge as a required inspection tool.

**POLICY:**

As a result of information obtained by the Automotive Safety Enforcement Division from the manufacturer of the Align-a-matic (61100) scuff gauge, S. & G. Tool Aid Corporation in Newark, New Jersey, the Align-a-matic scuff gauge is no longer manufactured.

Due to the present lack of tools/ gauges currently on the market measuring side slip of tires in feet per mile, effective August 1, 2008, the requirement and use of a Division approved scuff gauge or toe bar will no longer be necessary for state inspection. The following sections of COMAR will be affected by this ruling:

- COMAR 11.14.01.06C.(1) Inspection Area Requirements;
- COMAR 11.14.01.07A.(2) Inspection Test Equipment and Tools;
- COMAR 11.14.01.11B.(11) Records;
- COMAR 11.14.02.02B.(1) and 11.14.04.02B.(1) Steering, Alignment and Suspension.
- Special Order 23-0103

Inspection mechanics will, on the motor vehicle inspection report, draw a line entirely through "Toe In/Out" box including P/F/R under "Alignment" and place a similar line through the "Toe" box under "Required Readings."

With the inability to check toe reading in side slip feet per mile, the required road test and inspection of vehicle components will become even more critical in determining if the vehicle meets or exceeds minimum safety standards.

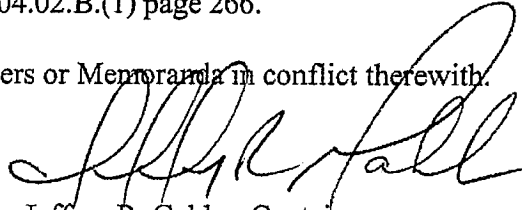
Appropriate revisions will be forthcoming in the Code of Maryland Regulations.

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SUBJECT: Drive-over Scuff Gauge

This Special Order is to be inserted in the inspection manual in the following Sections: 11.14.01.06C.(1) and 11.14.01.07A(2), page 142; 11.14.01.11B.(11), page 152-1; 11.14.02.02B.(1), page 161; and 11.14.04.02.B.(1) page 266.

This order supercedes all other Orders or Memoranda in conflict therewith.

A handwritten signature in black ink, appearing to read 'Jeffrey R. Gahler', is written over the typed name and title.

Jeffrey R. Gahler, Captain  
Commander - A.S.E.D.  
Department of State Police